IN THE SPECIFICATION:

Please amend the specification as follows.

Page 6, 2nd paragraph continuing to page 8.

In order to achieve the aforementioned object according to the present invention, a spark-ignition engine controller used for a multi-cylinder spark-ignition engine performing a four cycle consisting of an intake stroke, a compression stroke, an expansion stroke, and an exhaust stroke at a predetermined phase difference in each cylinder, wherein a gas flow path is formed into a state of two-cylinder connection where, in at least a low-load low-speed range, determined by an operation condition identifier, burned gas discharged from a preceding cylinder, which is a cylinder in the exhaust stroke, of a pair of cylinders having an overlapping exhaust stroke and intake stroke is introduced as is into a following cylinder, which is a cylinder on the intake stroke side, through an intercylinder gas channel, and exhaust gas discharged from the following cylinder is led to an exhaust passage~~;~~. The ~~said~~ spark-ignition engine controller ~~comprising~~ includes: the operation condition identifier (41) for determining an engine operation condition based on an engine speed and an engine load; an intake air quantity ~~control means~~ controller (43) for controlling an amount of an air to be supplied to the preceding cylinder in such a manner that the air/fuel ratio based on the amount of fuel required to both of ~~said~~ the preceding and the following cylinders becomes a stoichiometric air-fuel ratio in ~~said both~~ the cylinders in the two-cylinder connection state; and

a combustion controller (44) including~~:~~ ~~an~~ a fuel ~~injection means~~ injector (45) for injecting fuel at a certain timing in which an amount of fuel injected to both of ~~said~~ the preceding and following cylinders is determined in accordance with a required torque in the state of two-cylinder connection; and an ignition controller (46) for controlling an ignition timing~~;~~ such that the ~~said~~ combustion controller (44) which, during ~~said~~ the two-cylinder connection, causes combustion to be performed in ~~said~~ the preceding cylinder at an air-fuel ratio which is leaner than the stoichiometric air-fuel ratio by a predetermined amount, and causes combustion to be performed in ~~said~~ the following cylinder at a predetermined air-fuel ratio by feeding fuel to the lean air-fuel ratio burned gas introduced from ~~said~~ the preceding cylinder, wherein the ~~said~~ combustion controller (44) ~~performing~~ performs control such that, in at least a part of an operating range in which ~~said~~ the two-cylinder connection is set, combustion is performed in ~~said~~ the following cylinder through compression ignition, and ~~said~~ the combustion controller (44) controlling, in a low-load region among ~~said~~ the operating range in which the two-cylinder connection is set, ~~said~~ the injection controller (45) and ~~said~~ the ignition controller (46) such that an air-fuel ratio of the preceding cylinder is set such that an excess air ratio of the preceding cylinder becomes three or greater than three and a combustion is performed in the following cylinder by spark ignition at an air-fuel ratio being equal to a stoichiometric air-fuel ratio.

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More specifically, in special operation mode, the quantity of fuel injected into the preceding cylinders (first and fourth cylinders 2A, 2D) is controlled to reach a leaner air-fuel ratio than the stoichiometric air-fuel ratio, the injection timing is set such that fuel is injected in the compression stroke to stratify the air-fuel mixture, and the ignition timing is set such that spark ignition is performed in the vicinity of compression top dead center. In the following cylinders (second and third cylinders 2B, 2C), ~~meanwhile,~~ fuel is supplied to the lean air-fuel ratio burned gas introduced from the preceding cylinders, the fuel injection quantity is controlled to reach a substantially stoichiometric air-fuel ratio, and the injection timing is set such that fuel is injected during the intake stroke. When the operating condition is in the operating range A1 in Fig. 4, combustion is performed through spark ignition, and when the operating condition is in the operating range A2 in Fig. 4, combustion is performed through compression ignition.

Page 27, 1st full paragraph

In the following cylinders 2B, 2C, ~~meanwhile,~~ the fuel injection quantity F2 is caused to increase and decrease in accordance with and in the opposite direction to increases and decreases in the fuel injection quantity F1 of the preceding cylinders, as shown in Fig. 8. Hence the substantial air-fuel ratio reaches the stoichiometric air-fuel ratio, and the excess air factor λ thereof becomes λ=1 (constant), as shown at points G2 and H2 in Fig. 9.

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In the operating range A1 in the special operation mode, the fuel injection quantity F1 of the preceding cylinders 2A, 2D is set to one third or less of the total fuel quantity F0, and stratified charge combustion is performed at an extremely lean air-fuel ratio of excess air factor $\lambda \geq 3$. As a result, thermal efficiency is improved, leading to an improvement in fuel economy. In the following cylinders 2B, 2C, ~~meanwhile,~~ the fuel injection quantity F2 is set to two thirds or more of the total fuel quantity F0, and combustion is performed by spark ignition at a substantially stoichiometric air-fuel ratio of excess air factor λ=1. The intake air in the following cylinders 2B, 2C is high-temperature burned gas introduced from the preceding cylinders 2A, 2D, and hence vaporization of the fuel is precipitated, combustibility is improved, and pumping loss is even lower than in the preceding cylinders 2A, 2D. Since the ratio of fuel burned in the following cylinders 2B, 2C is increased, a further overall improvement in fuel economy is achieved.